

SECTION 1.0

INTRODUCTION

This airport master plan is being undertaken by the City of Albuquerque Department of Aviation to enhance the safety, operational capability, and financial stability of Double Eagle II Airport. This document will serve as a guide for future airport development, taking into consideration changes that have occurred in the air transportation industry, the airport, and surrounding communities over the years.

1.1 PURPOSE OF THE MASTER PLAN

The primary goal of this airport master plan is to provide guidance for the future development of Double Eagle II Airport, which will satisfy the aviation demand in a financially feasible and responsible manner, while addressing the aviation, environmental, and socioeconomic issues of the community. In support of this goal, the following objectives of the airport master plan have been identified:

- Identify airside, landside, and airspace improvements or options to optimize the economic aspects of the airport while enhancing safety and operational capability.
- Establish an implementation-phasing schedule for short-, intermediate-, and long-term improvements.
- Identify short-term requirements and recommend actions to optimize near-term funding opportunities.
- Ensure that short-term actions and recommendations do not preclude long-range planning options.
- Incorporate the interests of the public and government agencies into the planning process.
- Be sensitive to the overall environmental characteristics and needs of the City of Albuquerque's and the County's west side area.
- Reflect current comprehensive land uses (on and off the airport) and make recommendations as to compatible land uses and land acquisition along with identifying the appropriate legal steps necessary to ensure proper zoning and minimum noise impacts on the areas adjacent to the airport.

1.2 AIRPORT OWNERSHIP AND MANAGEMENT

Double Eagle II Airport is owned and operated by the City of Albuquerque. The City Aviation Department oversees the daily operation, maintenance, planning, design, and construction of Double Eagle II Airport.

1.3 PROJECT SCOPE

Because of the opportunities for development offered at Double Eagle II Airport, the City of Albuquerque identified the need to prepare an airport master plan and look ahead to the future aviation needs of the community and the role of Double Eagle II Airport in the Albuquerque metro area.

The master plan will follow the guidelines established in the Federal Aviation Administration (FAA) Advisory Circular (AC) 150/5070-6A, Airport Master Plans, dated June 1985. Specific tasks to be included in this study are as follows:

- Task 1 Mobilization – This task reviewed and finalized the project scope, schedule, study team members, meeting locations and format, coordination procedures, and specific key issues.
- Task 2 Inventory/Inspection – This task includes the collection of data pertinent to Double Eagle II Airport and the area it serves and an inventory of existing airport facilities.
- Task 3 Aviation Demand Forecasts – This task examined recent aviation activities for those airports within the Albuquerque Metropolitan Study Area (MSA) (Albuquerque International, Double Eagle II, and Coronado Airports) and forecast activities for Double Eagle II Airport based on anticipated growth, capacity restrictions, and the closure of Coronado Airport.
- Task 4 Demand/Capacity Analysis – This task calculates the hourly and annual capacities of the existing facilities and of the various alternative development plans to be examined.
- Task 5 Facilities Requirements Program – This task identifies those new or expanded facilities necessary to increase capacities to meet forecast aviation demands.
- Task 6 Identification and Evaluation of Alternatives – This task evaluates alternative means of meeting requirements of forecast activities.
- Task 7 Environmental Overview – This task includes an overview and identification of those factors listed in FAA AC 150/5050-4A likely to be affected by recommended developments.
- Task 8 Airport Development and Implementation Plans – This task involves detailing the selected alternative into the long-range plan. Updates of the Airport Layout Plan (ALP) set will be included in this task.
- Task 9 Preparation of Reports – This task involves the preparation of draft reports and the completion of the Final Master Plan Report.

- Task 10 Coordination/Committees/Community Involvement Program – This task consists of the coordination and approval process for the Double Eagle II Airport Master Plan. The master plan is to be developed around the input of Senior Airport Management Staff and establishment of several Airport Advisory Committees.

1.4 PROJECT OBJECTIVES

The objectives of this master plan are to evaluate potential airport developments with regard to land use, costs, opportunities, the Petroglyph National Monument, and inquires from potential aviation users of Double Eagle II Airport. This plan may also be used to support and complement ongoing and recently completed planning studies.

1.5 KEY ISSUES

Key issues considered during the formulation of this airport master plan include:

- The airport and critical environs were flown (aerial photography) so that photogrammetric developments of surface features and improvements could be developed with dimensions to specified tolerance and recorded in both Computer-Aided Design (CAD) and Geographic Information Systems (GIS).
- Airfield pavement inspection should be performed which together with review of pavement construction records should be used to determine existing condition, expected life, and estimated cost to repair or replace pavements.
- A detailed capital improvement plan for a short-term recommended development program should be prepared based on the FAA fiscal year, but with flexibility to correlate to other fiscal planning periods.
- Off-airport land use effects and planning will require coordination with the State land office, County, and the City of Albuquerque.

1.6 DOCUMENT ORGANIZATION

The Double Eagle II Airport Master Plan Report is organized into eleven sections, which are listed and described as follows:

Section 1.0: Introduction – Brief summary of the purpose of the master plan, ownerships, scope of services, project objectives, document organization, coordination process, and community involvement program.

Section 2.0: Site Overview – This section describes the overall setting of Double Eagle II Airport and the west side communities. This includes a summary of the history and general information about Double Eagle II Airport. From information provided by the City of Albuquerque and the county, descriptions of surrounding land use, west side information, ongoing community area planning, and surface transportation planning are provided. In addition, a socioeconomic summary of the state and Albuquerque MSA is provided.

Section 3.0: Existing Airport Facilities Inventory – This section presents an overview of existing physical facilities, operational characteristics, and recent and ongoing facility development.

Section 4.0: Existing Environmental Condition – This section provides a description of the existing physical, natural, and human environment within the Double Eagle II Airport study areas established for this master plan.

Section 5.0: Forecasts of Aviation Demand – This section provides an update of aviation activity forecasts for Double Eagle II Airport through the year 2021. It is required that the forecast be approved by the FAA, which will eventually be incorporated into the FAA's National Plan of Integrated Airport Systems (NPIAS) and the FAA's Terminal Area Forecast (TAF).

Section 6.0: Airside Demand Capacity Analysis/Facility Requirements – This section describes the airside demand/capacity analysis that determines the capability of existing airport airside (airfield) facilities to accommodate existing and future aviation demands as quantified by the aviation forecasts.

Section 7.0: Landside Demand Capacity Analysis/Facility Requirements – This section describes the landside (building areas) demand/capacity analysis that determines the capability of existing airport landside facilities to accommodate existing and future aviation demands as quantified by the aviation forecasts.

Section 8.0: Airport Alternatives Analysis – This section describes the investigation, planning, and technical analysis of viable airport development alternatives at Double Eagle II Airport.

Section 9.0: Environmental Overview – The environmental overview section provides federal, state, and local officials and the public with an understanding of the potential environmental impacts of the proposed airport development. The overview presented in this section is modeled after the format of an Environmental Assessment (EA), described in FAA Order 5050.4A, *Airport Environmental Handbook*.

It should be emphasized that the information contained in this section is not a formal EA, or Environmental Impact Statement (EIS) as referred to in the National Environmental Policy Act of 1969 (NEPA) or the Airport and Airway Improvement Act of 1982. This overview will, however, point out those areas that may have the potential to be impacted by the proposed airport development at Double Eagle II Airport.

Section 10.0: The Physical Plan – This section presents the physical 20-year master plan for Double Eagle II Airport. The plan is described in a series of development topics for clarity and understanding. Emphasis is placed on capital improvements through the year 2021 in keeping with the FAA's definition of a 20-year master plan.

Section 11.0: Implementation Plan – This section describes the 20-year capital improvement program in increments of 5, 10, and 20 years.

1.7 COORDINATION/COMMITTEES/COMMUNITY INVOLVEMENT PROGRAM

The Airport Master Plan Study was developed around the establishment and input of Senior Airport Management Staff and several Airport Advisory Committees. The Airport Advisory Committees consist of three groups: a technical group (airport users), a community group (stakeholders), and a government group. Presentations were given to the advisory groups at established key milestones in the study. These groups combined to provide technical advice, community development input, and general comments to the consultant through a series of project working meetings. In addition, public information meetings were held to receive public input.

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